

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
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FOI/PA# 1366656-0

Total Deleted Page(s) = 12

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Page 11 ~ Duplicate;
Page 12 ~ Duplicate;
Page 14 ~ Duplicate;
Page 15 ~ Duplicate;
Page 16 ~ Duplicate;
Page 17 ~ Referral/Consult;
Page 18 ~ Referral/Consult;
Page 19 ~ Duplicate;
Page 20 ~ Duplicate;
Page 24 ~ Referral/Consult;
Page 25 ~ Duplicate;

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X   Deleted Page(s)         X
X   No Duplication Fee      X
X   For this Page           X
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~~SECRET~~

DDADM: SLOVAK*MIRA*010101

UPDATE-DATE: 14SEP90

RECORD-DATE: 10APR90

TYPE-CASE: USCZPI

OO: LA

OO-FILE: [REDACTED]

OO-LTR: C

SPECIAL-AGENT: [REDACTED]

SQUAD: [REDACTED]

CASE-STATUS: C

MIDDLE-NAME: J

SEX: M

INUS-OUT: IN

CLASS-AUTH: C-3

CLASS-LEVEL: ~~X~~

CL-REV-DATE: OADR

NARRATIVE: RECORD DATE 03-13-90, PI 03-19-90, CASE PREDICATED UPON INFO THAT SLOVAK REQUESTED INFORMATION ON THE JOINT PRIMARY AIRCRAFT TRAINING SYSTEM PROGRAM OF ASD, WHICH COULD THEN BE TRANSMITTED TO THE AERO COMPANY IN CZECHOSLOVAKIA. SLOVAK REVEALED IN THE LETTER THAT SHE ACTED THEIR AGENT IN THE SALE OF SEVERAL AIRPLANES AND THEY MAY BE INTERESTED IN THIS JOINT USAF/US NAVY PROGRAM. LOS ANGELES IS TO ASCERTAIN WHETHER SLOVAK HAS ANY AFFILIATION WITH [REDACTED]RECORD DATE 08-07-90, LOS ANGELES INVESTIGATION REVEALED THAT SLOVAK POSES NO THREAT TO U.S. AND HAS NO ACCESS TO CLASSIFIED INFORMATION.

RECORD STATUS: ACTIVE

LAST-ARRIV-DT: 01JAN53

INF-NUMBER:

UCFN-FLAG: X

DECLASSIFICATION AUTHORITY DERIVED FROM:
FBI AUTOMATIC DECLASSIFICATION GUIDE
DATE 09-27-2019 BY: [REDACTED]

b3
b6
b7C
b7E

b7D

ALL MARKINGS, NOTATIONS AND ITEMS
OF INFORMATION CONTAINED IN THIS
COMMUNICATION ARE CLASSIFIED
~~'SECRET'~~

DOAKA: SLOVAK*MIRA*010101*01

UPDATE-DATE: 14SEP90

STATUS: ACTIVE

AKA-LAST: SLOVAC

AKA-FIRST: MIRA

AKA-MIDDLE: J

AKA-NAME-TYPE: A

RECORD-DATE: 900410

FLOATING SERIAL

DOCCC: SLOVAK*MIRA*010101*01

UPDATE-DATE: 10APR90

STATUS: ACTIVE

OCCUP: PRESIDENT

ESTABLISHMENT: MIRA J SLOVAK AVIATION

ESTAB-FDATE: 01JAN01

EFDATE-SUF: C

ESTAB-STREET: PO BOX 822

ESTAB-CITY: SANTA PAULA

ESTAB-STATE: CA

RECORD-DATE: 900410

ESTAB-PHONE: 805 525 2191

DCSCA: SLOVAK*MIRA*010101*01

UPDATE-DATE: 10APR90

STATUS: ACTIVE

SCA-LAST: UNK

RECORD-DATE: 900410

SCA-AREA-PROF: AERO CO

~~SECRET~~

SEP 18

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DCUSC: SLOVAK*MIRA*010101*001
UPDATE-DATE: 10APR90
STATUS: ACTIVE
USC-LAST: STONE
USC-FIRST: JACK
USC-CITY: DAYTON
USC-STATE: OH
USC-AREA-PROF: WRIGHT PATTERSON AFB/COLONEL
RECORD-DATE: 900410

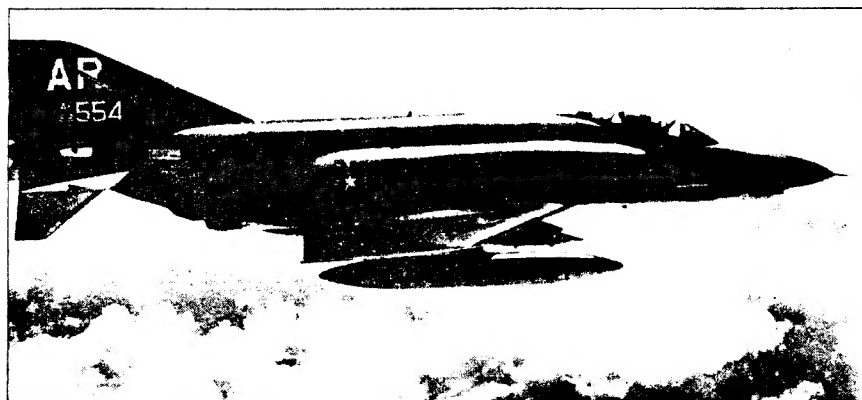
~~SECRET~~

DOREM: SLOVAK*MIRA*010101*001
UPDATE-DATE: 14SEP90
STATUS: ACTIVE
REM-DATE: 01JAN53
Q-REMARKS: ENTERED THE U.S.;CIRCA
RECORD-DATE: 900914
REM-KEY: AR

~~SECRET~~
~~CLASSIFIED BY 9912~~
DECLASSIFY ON C9/14/010

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 10 1990	
FBI - LOS ANGELES	

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Phantom II phase-out by 2000

As a result of the cutback in the USAF's tactical force over the next decade, the service has decided to accelerate the retirement of the F-4 Phantom II. All F-4s will be gone before the year 2000, including the 300-plus RF-4C reconnaissance aircraft (*above*).

As in the case of the interdiction fleet, the reduced size of the total force leads to smaller numbers of specialised aircraft. The USAF will end the 1990s with fewer manned reconnaissance aircraft: some 200 RF-16s, with the electro-optical ATARS (Advanced Tactical Air Reconnaissance System) centreline pod.

The RF-16s will be supported by 250 Teledyne Ryan Model 350 reconnaissance drones (*below*), which will also use ATARS: sensors, datalinks, and ground equipment will be common.

According to TAC commander Gen

Robert Russ, the RF-16 "has support in the DAB. There are those who believe that the day of the manned reconnaissance aircraft is over, but I am not one of these. The drone is not the answer for routine day-to-day intelligence collection."

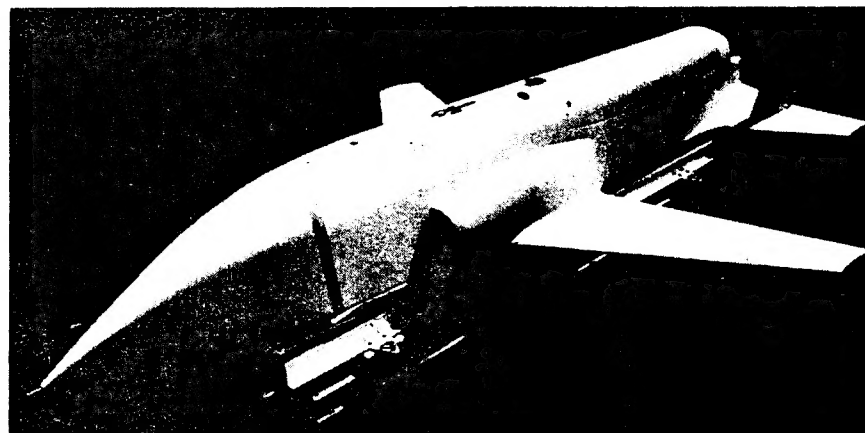
The drone, says Russ, costs about one-tenth as much as a reconnaissance aircraft, "but when I commanded a TAC drone unit the accident rate was 1000 times higher. Let's assume that we can do very well, and reduce that loss rate by two orders of magnitude. You're still losing 10 times as many drones."

In the mixed manned/unmanned force, the drones will be used for high-risk wartime missions.

The TRA Model 350 is being developed under the Mid-Range Unmanned Air Vehicle programme. It is a turbofan-powered high-subsonic drone which carries either a low-altitude daylight electro-optical camera or an infra-red linescan sensor.

It can operate up to 700 km beyond the FEBA and can be launched from an F-16 or a zero-length rail launcher.

The first full-scale engineering development air vehicles will be delivered early next year, and the system is due to become operational in 1995.



USAF seeks new primary trainer

With the United States Air Force set to announce the winner of its Tanker-Transport Training System contest within the next few weeks, attention is shifting to the next US trainer requirement for 900 primary trainers for the USAF and US Navy.

The Joint Primary Aircraft Training System (JPATS) requirement is likely to draw 10-15 qualified responses when the request for proposals is issued in 1994, according to Lt Gen Robert Oaks, commander of USAF Air Training Command.

Although the JPATS plan does not include service funds for development of an aircraft, at least two contractors have briefed the USAF on new aircraft to be developed with company funds, according to Gen Oaks.

JPATS will replace navy Beech T-34Cs and the USAF's Cessna T-37B.

"I get at least one incident report every day covering a physiological problem on the T-37," Lt Gen Oaks told the Air Force Association symposium in Orlando, Florida, last week.

"We have sinus blocks, tooth problems and ear blocks. That aircraft deserves a spot at Davis-Monthan (the USAF's 'scrapyard' in Arizona) and we need to get it there as soon as we can."

JPATS calls for an aircraft which can match the T-37's flight performance, is pressurised and has zero-zero ejection seats.

Side-by-side seating — made a basic requirement in the earlier New Generation Trainer programme, which produced the lack-lustre Fairchild T-46A 'Thunder piglet' (the aircraft was cancelled in March 1986) is now "not preferred", according to the USAF.

A turbo-prop trainer can meet JPATS performance standards, says Gen Oaks, although no current types are pressurised. So far, Lockheed has teamed with Aermacchi of Italy to offer the MB-339A, while Grumman has agreed to offer another Italian design, the Agusta-SIAI S.211.

The USAF Air Training Command expects that a request for proposals will be released in February 1994, to be followed by a contract award in October 1994.

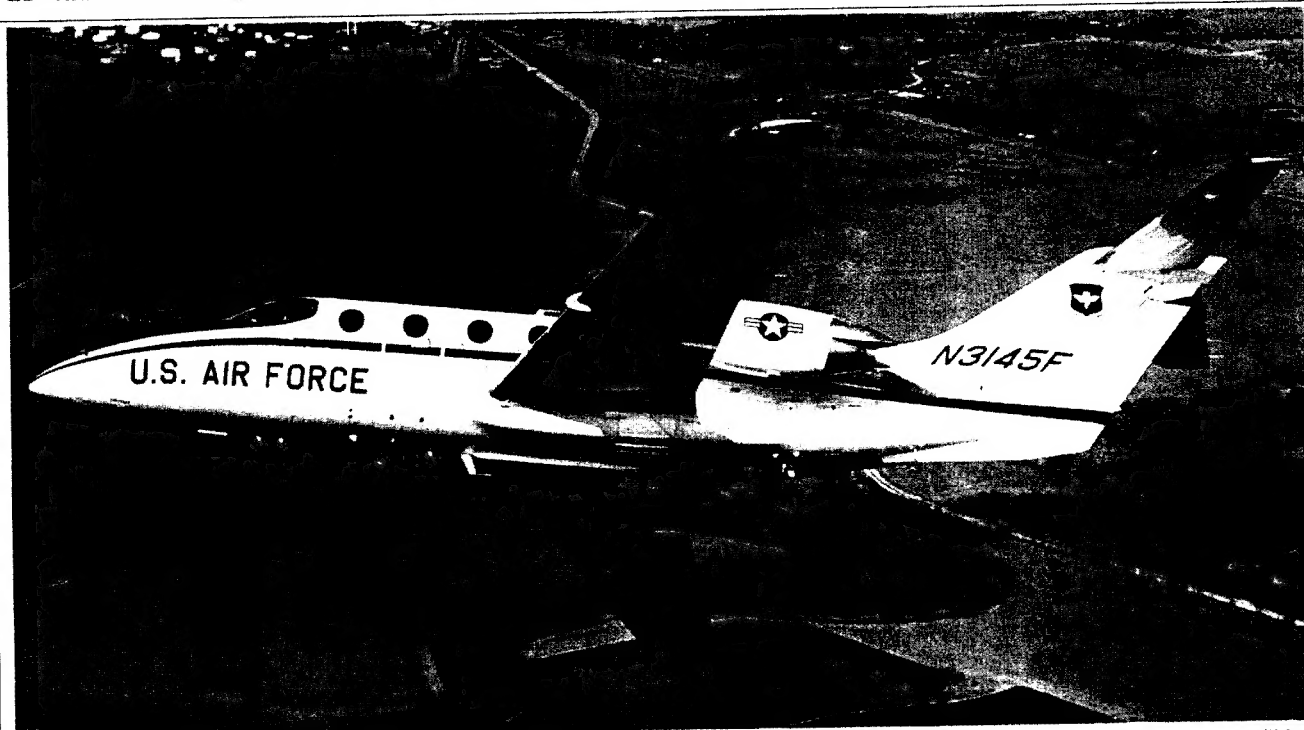
An initial operating capability for the new trainer would expect to be achieved in June 1998. **JDW**

217C-LA-111331-2

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 19 1990	
FBI - LOS ANGELES	

McDonnell Douglas Team Wins USAF Training System Contract

EDWARD H. PHILLIPS, JOHN D. MORROCCO/WASHINGTON



Beech Aircraft Corp.'s winning Beechjet 400T entry is a modified version of the company's commercial Model 400A entry-level business jet, which

is undergoing certification flight tests with the FAA. The aircraft will be used to train tanker and transport pilots for the Air Force.

The Air Force has selected McDonnell Douglas Corp., Beech Aircraft Corp. and Quintron Corp. to provide aircraft, training and flight simulators, respectively, for the service's Tanker/Transport Training System contract, worth about \$1.5 billion.

The TTTS will be the first new aircraft and complete training system acquired by the Air Training Command in nearly 30 years. The program also marks the first step in the Air Force's trainer master plan, which involves replacing the service's fleet of aging trainers and creating a twin-track, specialized undergraduate training program, similar to the Navy's.

McDonnell Douglas Corp.'s Douglas Aircraft Div. in Long Beach, Calif., has been awarded an \$8.9-million contract to implement the initial phase of the complete training package. As chief training contractor and team leader, McDonnell Douglas will coordinate the training system and syllabus and is responsible for integrating the aircraft, training and simulator suite.

Quintron Corp., based in Chantilly,

Va., will build 11 operational flight training simulators, designed to FAA standards for Phase-2 simulators with modifications for military training requirements.

Including options, Beech could deliver up to 211 Beechjet 400T aircraft worth about \$1 billion. "This could simply be the largest government acquisition of general aviation aircraft in our industry's history," Max E. Bleck, president of Beech, said.

The teams of General Dynamics/Cessna Aircraft Co./Link and Learjet Corp./FlightSafety International also competed for the contract.

SEPARATE TRAINING TRACKS

Currently, all students undergo primary training in the Cessna T-37, then move to the Northrop T-38 Talons for advanced training before receiving their operational assignments. Under the new program, undergraduate tanker/transport and fighter/attack pilots will be selected and trained separately following primary training in the T-37.

The fighter/attack group will undergo specialized training in the Northrop T-38. Eventually the tandem-seat T-38 will be replaced by a new reconnaissance/attack/fighter training system (RAFTS). Tanker/transport pilots will undergo specialized training in the new TTTS aircraft.

The new specialized undergraduate training program also addresses the problem of the Air Force's rapidly aging trainer fleet of T-37s and T-38s. The introduction of the TTTS will relieve more than half the load now borne by the T-38 and allow the Air Training Command to postpone replacing the aircraft until after the turn of the century.

The Air Force also is modifying its T-37 primary trainers, which will begin reaching the end of their service life in 1991. The program will extend the service life of the aircraft beyond the year 2000. At the same time, the Air Force and Navy have agreed to jointly procure a new primary trainer aircraft system (PATS).

Congress provided \$9.5 million in Fis-

cal 1989 to begin procurement of the first TTTS and another \$144.4 million in Fiscal 1990 for 14 more systems. The Air Force has requested \$185.2 million in Fiscal 1991 for another 28.

As configured for the TTTS mission, Beech 400T aircraft will feature standard pilot and copilot seating with a third seat mounted aft of the copilot's position. During flight, students and the instructor pilot would exchange seats. Four passenger seats will be installed in the cabin.

Beech said the aircraft will be modified structurally to withstand an increased number of landings per flight hour. An additional fuel cell has been added to increase endurance. All aircraft will have single-point refueling capability, according to a Beech official.

The service has established 10 mission profiles, consisting of 78 sorties, designed to train about 1,021 pilots each year for the planned 20-year service life of the aircraft.

Although the aircraft will be operated by Air Training Command, Air Force management of the training system will be conducted by the Aeronautical Systems Div.'s Program Office at Wright-Patterson AFB near Dayton, Ohio.

INITIAL PILOT TRAINING DATE

Beech is scheduled to deliver the first aircraft to the Air Force in October, 1991. Current plans call for the TTTS to enter operational service with the 64th Flight Training Wing at Reese AFB, Lubbock, Tex. The first student pilots will begin training in the new aircraft in September, 1992. Six Air Training Command bases are scheduled to receive 400T aircraft. They are: Reese AFB; Randolph AFB, Tex.; Williams AFB, Ariz.; Laughlin AFB, Tex.; Vance AFB, Okla., and Columbus AFB, Miss.

Undergraduate pilots will receive instruction oriented toward preparing them for cockpit crew positions on large, Air Force multiengine jet aircraft such as KC-10 and KC-135 tankers, and C-5, C-141B and C-17 transports (AW&ST May 1, 1989, p. 51).

"The TTTS will allow these pilots to learn the side-by-side tanker/transport crew concept early in their training," Lt. Col. Stanley J. Yackel, Tanker/Transport Training System program manager, said. "They will get accustomed to the flight deck environment that they will experience in the aircraft they will fly later," he said.

Avionics suites in the 400T aircraft will include Rockwell-Collins five-tube electronic flight instrumentation system (EFIS), weather radar with turbulence detection capability, a digital autopilot and TACAN navigation with air-to-air capability.

According to mission profile plans, about 19 sorties would be flown at 20,000

ft. to teach basic and advanced flight maneuvers. Another 15 sorties to be performed from 5,000 ft. down to 1,000 ft. would include traffic pattern procedures, touch-and-go landings and instrument approach procedures.

The TTTS will be Air Training Command's first completely new training system in nearly 30 years

Another 13 sorties, flown at 20,000-30,000 ft., would concentrate on long-range cruise procedures, navigation in the jet route structure and transition to low-altitude airways and holding procedures.

For high-altitude sorties, the 400T will be operated at Mach 0.70 to Mach 0.75 at 35,000 ft. The aircraft will carry

enough fuel to fly each mission plus divert at least 250-300 naut. mi. to an alternate base.

Low-altitude missions, flown at 500-5,000 ft., are planned to teach low-level, visual flight rules navigation techniques. The Air Force said these sorties will include up to 35 min. of high-speed flight at about 300 kt. true airspeed (TAS).

To meet TTTS production demands, a Beech official said about 500 additional workers may be added at its Wichita and Salina, Kan., facilities in 1991. The company expects to enlarge its Plant-4 campus by more than 100,000 sq. ft. in the next 18 months.

According to the Air Force's full-option schedule, Beech would deliver only one aircraft in 1991, followed by 28 aircraft in 1992, 36 in 1993, 48 in 1994, 39 in 1995, 43 in 1996 and 16 in 1997.

Contractor logistic support for the aircraft will be provided by Beech Aerospace Services, Inc., a wholly owned subsidiary of the company. □

Paulson Abandons Effort To Purchase Learjet Corp.

WASHINGTON

Allen E. Paulson's letter of intent to purchase Learjet Corp. expired Feb. 22 without further action. Learjet Chairman Brian E. Barents said he realizes that Paulson's "priority is to close the Gulfstream Aerospace sale."

Barents said although he regrets the lapse, he is "pleased that other companies are interested in Learjet and indicate an intent to bid." Paulson and Forstmann Little & Co. are buying Gulfstream from Chrysler Corp., and had intended to purchase Learjet for \$60 million.

A Gulfstream official said Paulson, Gulfstream chairman and chief executive officer, was advised by his attorneys to allow the letter to expire. Learjet's parent

company, Integrated Resources, Inc., has filed for protection under Chapter 11 of the U.S. bankruptcy code, but did not include Learjet in the filing.

A Learjet official said about 250-300 workers at the Wichita, Kan., facility are to be laid off this week as a result of Learjet's loss of the Air Force's Tanker/Transport Training System contract. After the layoffs, 2,200 persons will be employed at the Wichita facility.

Barents said personnel affected by the layoffs were associated with certification and production build-up efforts for the Air Force version of the company's commercial Model 31 business jet, the company's candidate for the contract. □



Learjet Corp. competed a modified version of its Model 31 for the TTTS contract. Learjet management had taken some up-front risks in preparation for projected production demand.

MIRA SLOVAK AVIATION

ALL FBI INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-13-2019 BY [REDACTED] ADG

★ P.O. Box 822 b6
Santa Paula Airport b7C
★ Santa Paula
California 93060
★ Telephone (805) 525-2191

February 8, 1990

Colonel Jack Stone
ASD/SD
Wright Patterson AFB, OH 45433

Dear Colonel Stone:

I would like to obtain any information that is available about the Joint Primary Aircraft Training System (JPATS). The information would, in turn, be transmitted to the Aero Company in Czechoslovakia. My company has done business with them for some time, and I have acted as their United States agent in the sale of several airplanes.

Recently, discussions with them have indicated that they may be interested in offering a modernized and updated version of their L-39 trainer in the JPATS competition when it begins.

They realize that some type of joint venture with a United States company will probably be required. The present intent is to obtain as much information on the JPATS program and any airplane specifications or requirements that can be release at this time. That would allow the company to determine whether it was feasible and worthwhile to consider making a proposal when it becomes timely.

Thank you for any help that you can provide.

Sincerely,

Mira J. Slovak
Mira J. Slovak
President *by MJS*

MJS:mgt

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SEARCHED	INDEXED
SERIALIZED	FILED
MAR 19 1990	
FBI - [REDACTED]	

[Handwritten signature]

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~~SECRET~~ FBIb6
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TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 8/7/90

1 TO : DIRECTOR, FBI

2 FROM : SAC, LOS ANGELES [redacted] (VRA) (C)

3 SUBJECT: MIRA J. SLOVAC,
4 dba Mira J. Slovak Aviation;
5 [redacted]
6 OO: Los Angeles

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7 ~~This communication is classified SECRET in its entirety.~~

8 Preliminary inquiry initiated 3/19/90; to expire
9 7/16/90.

10 Re Cincinnati airtel to the Director, dated 3/13/90, and
11 Los Angeles airtel to the Director, dated 4/27/90.

12 For the information of the Bureau, as previously
13 reported in referenced Los Angeles airtel to the Bureau, SLOVAC
14 has been in communications with individuals at the WRIGHT-
15 PATTERSON AIR FORCE BASE (W-PAFB), Dayton, Ohio, and has
16 indicated that he is interested in information regarding the
17 Joint Primary Aircraft Training System (JPATS) Program and that
18 this information would thereafter be transmitted to AERO COMPANY
19 in Czechoslovakia. SLOVAC indicated that in the past he has
20 acted as an agent for the Czechoslovakian Government in the sales
21 of several aircraft and that they now might be interested in
participating in the JPATS Program.

On 7/10/90, SLOVAC was contacted and he advised that he
is the President of the MIRA SLOVAC AVIATION COMPANY, P. O. Box
822, Santa Paula Airport, Santa Paula, California, telephone

2 - Bureau
2 - Cincinnati
① - Los Angeles

JFM/tlh
(5)

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SEARCHED _____
INDEXED _____
SERIALIZED _____
FILED _____

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CLASSIFIED BY: 63
DECLASSIFY ON: OADR

Transmitted

(Number) (Time)

~~SECRET~~

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~~SECRET~~

[redacted]
number (805) 525-2191. SLOVAC indicated that in 1953, he escaped from Czechoslovakia and entered the United States of America, and in 1960 became an United States citizen. SLOVAC indicated that he had been a pilot for the Czechoslovakian Government prior to his escape to the United States and that upon arriving in the United States, he became a commercial pilot for CONTINENTAL AIRLINES. SLOVAC indicated that in the past he has worked with [redacted]

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[redacted] and has sold airplanes to the FBI. It is noted that FBIHQ Special Operations has been contacted regarding SLOVAC's statements and it has been determined that FBIHQ has in fact bought at least one airplane from SLOVAC.

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SLOVAC indicated that in the past he has bought several aircraft from the Czechoslovakian Government and that he had received a telephone call from an individual previously known to him while he served in the Czechoslovakian Air Force that being [redacted]

SLOVAC indicated that [redacted] SLOVAC on behalf of the AERO COMPANY in Czechoslovakia with a proposal for joint ventures in the United States, to include the JPATS Program. SLOVAC indicated that he thereafter attempted to obtain as much public information as he could regarding the JPATS Program and had contacted ex-California Congresswoman SHIRLEY TEMPLE BLACK regarding this joint venture with the Czechoslovakian Government.

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SLOVAC indicated that based on his aeronautical knowledge, it is his belief that the Czechoslovakian Government is in possession of aircraft which, with some modification, might fulfill the Air Force needs in the JPATS Program. SLOVAC advised that he is presently in the process of negotiations with several U. S. companies in an attempt to refit Czechoslovakian aircraft for their possible use in the JPATS Program. SLOVAC indicated that although he is now a dedicated U. S. citizen, he would like to see Czechoslovakia succeed in their attempts toward democracy.

It is noted that SLOVAC has been the subject of several Ventura County newspaper articles regarding his exploits in aviation and hydroplane racing, as well as his 3/23/53 hijacking of a DC3 wherein he forced this aircraft to fly from Prague, Czechoslovakia, to Frankfurt, West Germany, where he eventually received political asylum, and thereafter came to the United States.

SLOVAC indicated that he does not believe that [redacted] nor the AERO COMPANY of Czechoslovakia is involved in any hostile intelligence gathering operations and that it is his opinion that [redacted] the AERO COMPANY of Czechoslovakia are motivated by business and financial gains in the JPATS Program. He further indicated that if he could be of any service to the FBI or any other government agency, he would be willing to cooperate to the fullest extent.

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[REDACTED]

Los Angeles Indices [REDACTED] on SLOVAC were negative. Los Angeles has not as yet received results of Bureau Indices check, however, upon receipt of same, Los Angeles will take appropriate action.

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Based on the above information and the fact that JPATS Program is an unclassified program, Los Angeles is of the opinion that SLOVAC poses no threat to the United States Government and at the present time possesses no asset potential. SLOVAC has been advised of Bureau interest regarding any hostile intelligence activities on behalf of any Soviet or Soviet Bloc entities and he is advised that should he become aware of any such activities, he will immediately recontact the Ventura Resident Agency of the FBI. Los Angeles is therefore closing this matter at this time.

~~SECRET~~

FBI

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TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☒ ~~SECRET~~
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 8/17/92

TO : DIRECTOR, FBI

FROM : SAC, LOS ANGELES [REDACTED] (RUC)

SUBJECT : [REDACTED]
HEERA INDUSTRIES LTD.,
OSAKA, JAPAN;
[REDACTED]
OO: CHARLOTTE

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~~This communication is classified "SECRET" in its entirety.~~

Preliminary investigation initiated 2/26/92, extended to expire 9/22/92.

Re Charlotte airtel dated 7/10/92 and telephone conversation with SA [REDACTED] on 8/14/92.

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Referenced communication requested information on MICHAEL SLOVAK, SLOVAK AVIATION, DELFIN GROUP, telephone numbers (805) 525-2191 and facsimile number (805) 525-8781.

Enclosed for information of Charlotte are communications which have referenced SLOVAK AVIATION in an investigation referenced as [REDACTED].

~~SECRET~~~~Classified by: 8759
Declassify on: OADR~~b3
b7E

3 - Bureau
(1-TRAC)
② - Los Angeles
① - [REDACTED]
2 - Charlotte (Encl. 5)
JM:jm
(7)

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INDEXED
SERIALIZED
FILED

Approved: _____ Transmitted _____
(Number) (Time)

Per _____

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~~SECRET~~

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Based on the information provided in the enclosed communications, Los Angeles has assessed that MIRA SLOVAK AVIATION is the same as SLOVAK AVIATION as set forth in the Charlotte airtel. It should be noted that telephone number (805) 525-2191 listed in the MIRA SLOVAK AVIATION office letterhead is the same as the one provided by Charlotte. It should also be noted that SLOVAK AVIATION's current address is at 27 Waco Taxi, Santa Paula, California.

As for information regarding the DELFIN GROUP and facsimile number (805) 525-8781, Los Angeles indices and queries into this subject were met with negative results.

In view of the above and in view that no further investigation remains to be conducted at Los Angeles, this matter is considered RUC.

~~SECRET~~